

20000312.ba v02_n832.bam.20000312

>From ???@??? Sun Mar 12 10:00:43 2000 -0600
Date: Sun, 12 Mar 2000 09:57:53 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2832
Message-Id: <20000312160957.95A44274C0@devel143.theporch.com>

BOATANCHORS Digest 2832

Topics covered in this issue include:

- 1) Re: Lifeboat radio- a quiet career
by David Stinson <arc5@ix.netcom.com>
- 2) Re: Collins St James... dry?
by WA1KBQ@aol.com
- 3) Re: Lifeboat radio- a quiet career
by David Stinson <arc5@ix.netcom.com>
- 4) RE: Collins St James... dry?
by "Ed Sieb" <sieb@sympatico.ca>
- 5) Re: More on BC221
by "Ed Zeranski" <ezeran@concentric.net>
- 6) Re: More on BC221
by "Ed Zeranski" <ezeran@concentric.net>
- 7) Re: More on BC221
by "Ed Zeranski" <ezeran@concentric.net>
- 8) Re: More on BC221
by Gary Pewitt <gpewitt@execpc.com>
- 9) Sick Multi-Elmac AF67
by George Sieverson <k9gdt@core.com>
- 10) Re: RBS Receiver (RBZ, BC-728)
by William Donzelli <aw288@osfn.org>
- 11) FB: ART-13 Transmitter
by "Bruce James Howes" <bhowes@buffnet.net>
- 12) Re: Sick Multi-Elmac AF67
by "James C. Garland" <4cx250b@miavx1.acs.muohio.edu>
- 13) Re: Lifeboat radio- hand cranked generator
by "Sandy W5TVW" <ebjr@i-55.com>
- 14) Re: Lifeboat radio- a quiet career
by JACK IVERSON <jackiv@juno.com>
- 15) Re: Sick Multi-Elmac AF67
by JACK IVERSON <jackiv@juno.com>
- 16) WTB: Am/CW filters for Drake R-4C
by Bill Cotter <bcotter@pop.uky.edu>
- 17) Headquarters Radios (was RBS...)
by "ROBERT W. DOWNS" <RWDowsn_WA5CAB@compuserve.com>
- 18) Re: RBS Receiver (RBZ, BC-728)

by "ROBERT W. DOWNS" <RWDwns_WA5CAB@compuserve.com>

Message-ID: <38CAF499.F6692EC6@ix.netcom.com>
Date: Sat, 11 Mar 2000 19:36:26 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Lifeboat radio- a quiet career
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

> >Are you saying that all the equipment in that photo is a
> lifeboat radio?...
> I was hoping that the
> >surviaval radio was that small box in the lower right quadrant
> of the photo
> >and the big stuff at a shore base.
>
>
> That set looked like a "true" lifeboat radio.

Guyyyyyys.....

The little radio to the right is an ARC-5,
or more properly a second-generation ATA.

73 Dave S.

From: WA1KBQ@aol.com
Message-ID: <de.2458328.25fc5078@aol.com>
Date: Sat, 11 Mar 2000 20:44:24 EST
Subject: Re: Collins St James... dry?
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

In a message dated 02/20/2000 8:23:14 PM Eastern Standard Time,
johnmb@mindspring.com writes:

<< I just washed the front panel (Its off the rig) and the cabinet and while
10 years
of grime has disappeared, and it looks pretty good, the finish seems "dry."
Is there a recommended oil or wax to apply to re-wet the paint to give it

some

luster? I remember some discussions about this, but being the knothed I am I didnt save them.

>>

Please try "OZ," a liquid polish that dries to a semi-gloss sheen and does not permanently alter the original finish. OZ comes in a pint can and is applied to a soft cloth and rubbed into the paint finish to rejuvenate its aged appearance. Works great on textured and crackled paint finishes to restore their original appearance after they have been cleaned. OZ is available from Constantine's in the Bronx, NY. They are a wood and furniture restoration supply hardware store.

73, Greg Gore

Message-ID: <38CAF709.23918E25@ix.netcom.com>
Date: Sat, 11 Mar 2000 19:46:49 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Lifeboat radio- a quiet career
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hue asked:

>> More importantly- on the back of the transmitter, the
>> familiar RCA paper tag with the model and patent numbers on it
>> says:

>>

>> RADIO TRANSMITTER

>>

>> STATION LIFEBOAT

>> T-103 T-104

>--Dave, is this a typo? I mean, should one of
>the above read, R-103 or something?

Nope- the tag on the back of the receiver is
marked:

RADIO RECEIVER

STATION LIFEBOAT
R-103 R-104

Doubtless these same sets were installed in
a shore station rig and RCA just printed a single
tag for the back of both rigs. The plug-in power
supplies and cases were probably different.

>Also, am I jumping, or is not a "Lifeboat Station"
>a shore based, small USCG rescue & safety
>installation?
Beats me... Where's Jeffery?

73 Dave S.

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Collins St James... dry?
Date: Sat, 11 Mar 2000 21:00:37 -0500
Message-ID: <LOBBJHOL00HLIPLONIAFAEGICJAA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Greg,

On Saturday, March 11, 2000 8:44 PM, WA1KBQ@aol.com wrote:

> Please try "OZ," OZ is
> available from Constantine's in the Bronx, NY.

You've mentioned "Constantines" and OZ a few times in discussions about refinishing radio parts. Can you provide some more details about Constantines, namely an address and/or phone number?

T I A,

73
Ed
VA3ES

Message-ID: <014b01bf8bc9\$227f03e0\$bb72fea9@g5p3m4>
From: "Ed Zeranski" <ezeran@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: More on BC221
Date: Sat, 11 Mar 2000 18:17:34 -0800
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

-----Original Message-----

From: Heinz und Hannelore Breuer <hbreuer@debitel.net>
To: ezeran@concentric.net <ezeran@concentric.net>
Cc: Old Tube Radios <boatanchors@theporch.com>
Date: Saturday, March 11, 2000 12:20 PM
Subject: Re: More on BC221

>Ed Zeranski wrote:

>>

>>In one hangar I got into a yak with a couple of the guys
>> working on the transport plane which was the German analog of the
C-47/DC-3.
>> It actually looks like a big Trimotor with the corrugated 'roof tin'
>> construction.

>"corrugated roof tin" sounds for sure like you are talking about the
>famous JUNKERS JU-52.
>That's definitely not a copy of a DC-3
>73
>Heinz KM5VT

No, not a copy as an airframe but described to me as fulfilling the same
function as the DC-3, cargo gen'l transport, for the German Army etc. I
was talking funtion as described to me by thr restorers not copy as in
construction.

Message-ID: <015001bf8bca\$795484a0\$bb72fea9@g5p3m4>

From: "Ed Zeranski" <ezeran@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: More on BC221
Date: Sat, 11 Mar 2000 18:27:10 -0800
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

-----Original Message-----

From: Heinz und Hannelore Breuer <hbreuer@debitel.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Date: Saturday, March 11, 2000 12:22 PM

Subject: Re: More on BC221

>Ed Zeranski wrote:

>>

>>In one hangar I got into a yak with a couple of the guys
>> working on the transport plane which was the German analog of the
C-47/DC-3.

>> It actually looks like a big Trimotor with the corrugated 'roof tin'
>> construction. This aircraft was actually built in Vichy France not
Germany

>> so it was taken over by the French post WWII govt. then later sold or
given

>> to Portugal.

>

>

>Hi Ed,

>

>"corrugated roof tin" sounds for sure like you are talking about the
>famous JUNKERS JU-52.

>That's definitely not a copy of a DC-3

>73

>Heinz KM5VT

I said analog not copy. The plane they had filled the same function
though of different construction. A few weeks before I was in UK I made a
Saturday run to the Deutches Transportation Museum in Sinnsheim (sorry for
dicked up spelling) . They had a similar aircraft which had been shot up on
a frozen lake in Norway then sank with the Spring thaw only to be refloated
almost 60 years later. Again....I did not want to imply the Junkers was a
physical copy of my favorite airframe just that it preformed the same duty
for the German Army as the 'Dakota/R4D/C-47' .

Message-ID: <015901bf8bcb\$7bdd8400\$bb72fea9@g5p3m4>

From: "Ed Zeranski" <ezeran@concentric.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: More on BC221

Date: Sat, 11 Mar 2000 18:34:23 -0800

MIME-Version: 1.0

Content-Type: text/plain;

charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

-----Original Message-----

From: Sandy W5TVW <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Saturday, March 11, 2000 1:05 PM
Subject: Re: More on BC221

>
>
>>Heinz und Hannelore Breuer wrote:
>>> "corrugated roof tin" sounds for sure like you are talking
>about the
>>> famous JUNKERS JU-52.
>>
>>An amazing aircraft. I saw JU-52s dropping paratroops in the
>Canary
>>Islands in the mid 1960's.

Sandy,

Well the Canary Is. are just a tad Portuguese!!! Maybe you saw the airframe being restored by the blokes at Duxford. Silly things do happen. There seems to be a misunderstanding of my comparison to/with the DC-3...I was talking function not airframe copy.

Message-Id: <4.2.0.58.20000311203416.00a005d0@mail.execpc.com>
Date: Sat, 11 Mar 2000 20:38:12 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: Gary Pewitt <gpewitt@execpc.com>
Subject: Re: More on BC221
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

snip snip

>Affectionately referred to as "Iron Anne" by the German troops who saw their food and ammo coming in on them and their wounded going out much like our C47/R4 "Gooney Birds".

>No, not a copy as an airframe but described to me as fulfilling the same
>function as the DC-3, cargo gen'l transport, for the German Army etc. I
>was talking function as described to me by the restorers not copy as in
>construction.

Gary Pewitt N9ZSV/KT gpewitt@execpc.com
6120 W. Calumet Rd. Apt. 204, Milwaukee, WI 53223
414 355 8147 home 414 297 4307 work
Sturgeon's Law "Ninety percent of everything is crap."

Message-ID: <38CB0565.1C20471A@core.com>
Date: Sat, 11 Mar 2000 20:48:05 -0600
From: George Sieverson <k9gdt@core.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: N9BOR <hrg@megsinet.net>, W9UB <w9ub@execpc.com>, K2PTS <k2pts@home.com>, K9KLT <rgerut@megsinet.net>
Subject: Sick Multi-Elmac AF67
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Greetings Fellow Friendly Filamentarians,

I've got a sick AF67 on the bench. The problem is an open winding on one side of the center tapped secondary of the modulator driver transformer.

Plan A: Does anyone have a spare driver transformer in their junk box?

Plan B: Does anyone know if converting the 12AU7 driver/transformer driver stage to an RC coupled phase inverter is feasible on this rig? There is only one gain stage before the 12AU7.

Thanks in advance.

73 'n cheers 'n beers,
George

Web Page: <http://www.qsl.net/k9gdt/index.htm>
(Radio Page - BA's & Homebrew) Updated 3/5/00
Home of the Cubic Mini-Museum

Date: Sat, 11 Mar 2000 23:19:57 -0500 (EST)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: RBS Receiver (RBZ, BC-728)
Message-ID: <Pine.SUN.3.91-FP.1000311231555.125460-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> What type of transmitter did the BC-348 listen to in a B-17? What
> kind of long range equipment would have been issued to the bomber's
> base?
>
> Or for that matter, what type of equipment was issued to airfields
> to talk to the HF SCR-274Ns before the advent of VHF. (I'm
> assuming here they were issued BC-639s and 640s to talk to SCR-522s).

It seems to me that the towers actually transmitted on something below
the broadcast band (that is the reason for the tiny BC-1206s - ferry
pilots listening to the towers - oddly the BC-1206s were mounted in
AN/MPN-1 radars for the same reason, but I digress). The towers were
issued BC-329s in millions of flavors (100 Watts) and BC-365s (500
Watts). No doubt the Navy used TAJs (500 Watts).

William Donzelli
aw288@osfn.org

From: "Bruce James Howes" <bhowes@buffnet.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FB: ART-13 Transmitter
Date: Sat, 11 Mar 2000 23:47:04 -0800
Message-ID: <LOBBIPDHCFJIINLDLLMNOEDLDCAA.bhowes@buffnet.net>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

<http://cgi.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=281710259>

I have listed Tom W2KBW mint ART-13 Transmitter on Ebay.

Quite a package with plenty of spares.

ART-13 TRANSMITTER IN ALL IT'S WW-2 GLORY

Beautiful Condition inside and out. This transmitter is working perfectly.

Complete with ALL Power Supplies, Connectors, and ORIGINAL Operators Manual.
Extra Parts Include:

- 2 Autotune Motors
- 1 Mod Xformer
- 1 VFO Control Head (Autotune Mech.)
- 4 Vacuum Switches
- 1 Vacuum Relay Control Unit
- 2 PA Plate Meters
- 1 MCM-CFI Unit
- 1 Low Frequency Oscillator Unit
- Misc. Milspec Connectors, Knobs, Etc.

Has been professionally modified to accept line level audio input. Cooling fans installed.

For Local Pickup Only, or Will Bring to Dayton Hamvention.

This is the closest that you will find to a new unit, looks like it just came out of the box! Really!

<http://cgi.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=281710259>

 Message-Id: <3.0.5.32.20000312065626.007da8c0@miavx1.muohio.edu>
 Date: Sun, 12 Mar 2000 06:56:26 -0500
 To: Old Tube Radios <boatanchors@theporch.com>
 From: "James C. Garland" <4cx250b@miavx1.acs.muohio.edu>
 Subject: Re: Sick Multi-Elmac AF67
 Mime-Version: 1.0
 Content-Type: text/plain; charset="us-ascii"

Hi George,
 Sorry to hear about your AF67 woes, but at least you've got a lot of company. Almost every AF67 and AF68 I've run into has got a bad driver xfmr. I acquired a new-in-box AF68 a few months ago that had never been turned on, and even it had a bad driver xfmr. I'm afraid you're unlikely to find an exact replacement.

Two suggestions: First, try to fix the bad one. Most of the time the wire is broken on the outside of the core, as it routes its way into the winding. If you carefully cut (a single-edged razor blade is what I used) and peel back the paper wrapping, you may be able to fix the break. You'll

need a GOOD magnifying glass, steady fingers, a microtip soldering iron, and a bottle of aspirin to make the repair, but it can be done. I slathered fast-drying epoxy over the repair, to keep it stable.

If you can't fix the xfmr, then try and find one from a junked Johnson Ranger. The Ranger transformer is wound with significantly heavier wire and doesn't have this problem. Good luck!

73

Jim Garland W8ZR

>I've got a sick AF67 on the bench. The problem is an open
>winding on one side of the center tapped secondary of the
>modulator driver transformer.
>

=====
Website: <http://www.muohio.edu/~4cx250b/web/index.htm>
=====

Message-ID: <002a01bf8c29\$5f77d5a0\$4464e7d0@sandy-s-pentium>
From: "Sandy W5TVW" <ebj@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Lifeboat radio- hand cranked generator
Date: Sun, 12 Mar 2000 07:36:58 -0600
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

-----Original Message-----
From: Hue Miller <kargokult@proaxis.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Saturday, March 11, 2000 18:00 PM
Subject: Re: Lifeboat radio- hand cranked generator

>
>-----Original Message-----
>From: Sandy W5TVW <ebj@i-55.com>
>
>| (Most of the "carry-on" Mackay
>|and RCA sets had a means of wiring them up to a
>|12 volt external supply, where the hand generator ran as
>|a dynamotor, but this was rarely used.)
>

>--Does this apply to the 401 (vac tube) and
>403 (slippery state) ? I wondered about that?

Yes to both models.

>Wouldn't the generator spin itself to death without
>the cranks, or does the equipment electrical
>load limit the speed?

No neither. They are "shunt wound" in regards to the "motor"
part
of the device. The "series wound" motor is the one that likes to
"run away"
speed wise.

>Say, do these built in generators have huge
>magnets in them?

No. the field core has a slight residual magnetism in it.
Once the
armature is turned manually this starts to excite the armature,
which
produces voltage for the field, which strengthens the magnetic
field,
which in turn further excites the armature....etc. until an
equilibrium
state (more or less) is reached. If there is no residual
magnetic
field retained by the "iron" in the device, theoretically it
can't
get "started". There has been cases where this happens....
then the field core is "flashed" by applying an external voltage
to it momentarily, enough to create a very slight residual
magnetism in the core.

Hope this helps.

73,
Sandy W5TVW

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Sun, 12 Mar 2000 07:56:49 -0600
Subject: Re: Lifeboat radio- a quiet career
Message-ID: <20000312.080304.-288723.2.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain

Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

Hi dave, I just pulled the book "Practical Radio Communications by Nilson and Hornung" from the shelf and there is a very detailed chapter on Marine Communications. There are Ship, Shore and Lifeboat articles with the equipment in detail. This is the 1943 edition so it is prewar stuff. Interesting reading though. 73 jack..

JACK IVERSON
K0EWU
jackiv@juno.com

On Sat, 11 Mar 2000 19:46:49 -0600 David Stinson <arc5@ix.netcom.com> writes:

> Hue asked:
> >> More importantly- on the back of the transmitter, the
> >> familiar RCA paper tag with the model and patent numbers on it
> >> says:
> >>
> >> RADIO TRANSMITTER
> >>
> >> STATION LIFEBOAT
> >> T-103 T-104
>
> >--Dave, is this a typo? I mean, should one of
> >the above read, R-103 or something?
>
> Nope- the tag on the back of the receiver is
> marked:
>
> RADIO RECEIVER
>
> STATION LIFEBOAT
> R-103 R-104
>
> Doubtless these same sets were installed in
> a shore station rig and RCA just printed a single
> tag for the back of both rigs. The plug-in power
> supplies and cases were probably different.
>
> >Also, am I jumping, or is not a "Lifeboat Station"
> >a shore based, small USCG rescue & safety
> >installation?
> Beats me... Where's Jeffery?

>
> 73 Dave S.
>

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Sun, 12 Mar 2000 07:36:09 -0600
Subject: Re: Sick Multi-Elmac AF67
Message-ID: <20000312.080304.-288723.0.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

I think that I may have mentioned this b4- the driver tx can be replaced with the input transformer from a Delco (read GM) car radio using P-P output tubes. It is an auto-transformer so the original circuit will have to be used, a 47K iwatt plate resistor and a 0.2 mfd coupling cap from the plate of the deiver tube to one of the output tubegrids. The transformer connects to each grid and ground to furnish the 90o phase shift. it do work!

73 jack

On Sun, 12 Mar 2000 06:56:26 -0500 "James C. Garland"

<4cx250b@miavx1.acs.muohio.edu> writes:

> Hi George,
> Sorry to hear about your AF67 woes, but at least you've got a lot of
> company. Almost every AF67 and AF68 I've run into has got a bad
> driver
> xfmr. I acquired a new-in-box AF68 a few months ago that had never
> been
> turned on, and even it had a bad driver xfmr. I'm afraid you're
> unlikely to
> find an exact replacment.
>
> Two suggestions: First, try to fix the bad one. Most of the time the
> wire
> is broken on the outside of the core, as it routes its way into the
> winding. If you carefully cut (a single-edged razor blade is what I
> used)
> and peel back the paper wrapping, you may be able to fix the break.
> You'll
> need a GOOD magnifying glass, steady fingers, a microtip soldering
> iron,
> and a bottle of aspirin to make the repair, but it can be done. I
> slathered
> fast-drying epoxy over the repair, to keep it stable.

>
> If you can't fix the xfmr, then try and find one from a junked
> Johnson
> Ranger. The Ranger transformer is wound with significantly heavier
> wire and
> doesn't have this problem. Good luck!
>
> 73
> Jim Garland W8ZR
>
> >I've got a sick AF67 on the bench. The problem is an open
> >winding on one side of the center tapped secondary of the
> >modulator driver transformer.
> >
>
> =====
> Website: <http://www.muohio.edu/~4cx250b/web/index.htm>
> =====
>

Message-Id: <3.0.5.32.20000312104227.0097e750@pop.uky.edu>
Date: Sun, 12 Mar 2000 10:42:27 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Bill Cotter <bcotter@pop.uky.edu>
Subject: WTB: Am/CW filters for Drake R-4C
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hello -

I would like to buy a 6kHz AM filter and a 500Hz CW filter for a newly acquired R-4C. My preference is to have premium Sherwood or INRAD filters, however, I will certainly consider original Drake parts or FoxTango. Please drop me a line on what you have and how much you want. I would like to purchase both by next weekend.....
Thanks!

73 es tn timer n4alg

Bill Cotter, N4ALG E-mail: bcotter@pop.uky.edu
173 Carolyn Lane Home: (606) 887-5563,2402
Nicholasville, KY 40356-9340 Work: (606) 323-6474

ARRL ARCI #9878 QRP1 #1646 QCWA #29393 FISTS #4535
Hammarlund SP-600JX26 S/N: 12552 R-274C/FRR '52 S/N: 2659
Collins R-390A '55 S/N: 633 EAC R-390A '67 S/N: 3669

Philco R-392 '59 S/N: 167 HQ-180 '69 S/N: 2409

Date: Sun, 12 Mar 2000 10:57:03 -0500
From: "ROBERT W. DOWNS" <RWDDowns_WA5CAB@compuserve.com>
Subject: Headquarters Radios (was RBS...)
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <200003121057_MC2-9CBE-DDB2@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Jack,

At least officially, the radio that the BC-348 in the B-17 (or B-24, etc.=
)
would have listened to would have been the SCR-188 (BC-191).

Somewhere around here I've got some T.O.E.'s for AGF (Army Ground Forces)=

units, but I'll have to find them and not try to quote from memory. In
general, the higher the headquarters, the bigger the radio, but they didn=
't

always follow the T.O.E. either. A recent book on the 29th Division in
Normandy (Beyond the Beachhead) has about a page and a half on the radios=

used. It says that each rifle company had six SCR-536's, one for each
rifle platoon, two for the weapons platoon, and one for the CO. The
company HQ also had one SCR-300 for communication with battalion HQ. HF
sets aren't mentioned at the battalion level, although I wouldn't take th=
at

as meaning that they had none. Regimental HQ had the SCR-694, which
started replacing the SCR-284 around this time, and Division HQ had the
SCR-399. Artillery FO's had the SCR-609/610 and later the SCR-619. The
110th Field Artillery Bn would have had SCR-608's in its half-tracks,
although neither the half-tracks nor the radios are actually mentioned in=

the book. As a general statement, the 29th clearly preferred wire to
radio. The T.O.E.'s (in the appendix) for the 29th Div and the German
units opposing them don't list radios, and with the exception of two Pipe=

J-3's, list only total vehicles.

Robert Downs
WA5CAB

Houston

Date: Sun, 12 Mar 2000 10:57:00 -0500
From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
Subject: Re: RBS Receiver (RBZ, BC-728)
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <200003121057_MC2-9CBE-DDB0@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Hue,

I'm sure that you are correct so far as what the RBZ was originally
procurred for. But I guess my main point was that you couldn't do with t=
he
RBS what you could do with the BC-728, i.e., sit it on some sandbags and
use it. The mass ratio between an RBS and a BC-728 is probably on the
order of the ratio between an SCR-399 and a TBX. =

However, I just remembered some messages that I received last summer and
fall from a collector who I don't think is on any of these lists. He was=

looking for equipment used by JASCO and other Marine Corps units. I've
apparently deleted his earliest messages (more than a year ago) but he sa=
ys
in a later one (quoting from the Operations Plan of the Amphibious Phase =
of
the Okinawa invasion) that radios to be used were the TBX ashore (backed =
up
by TBY), TCS in the Amphibs, BC-1000's for UDT's, plus SCR-608 and SCR-61=
0.

So I guess that this would put the HF air warning responsibility on the
TBX and possibly TBY. He says that the Marines also used the SCR-511 Pog=
o
Stick, but doesn't say for what.

However,I will send him another message asking whether the Ops Plan
mentions Air Warning radios.

73,
Robert Downs
WA5CAB
Houston

End of BOATANCHORS Digest 2832
